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List of the Crew of the Resolution Eighth Voyage 1816.

No.	Men's Names	Stations Quality	Station in Action	Watch	Boat	Stations at Sea or Anchor	Side	
1	William Scoresby Sen.r	Captain		Capt.n	H			
2	W.m Scoresby Jun.r	1 Lieut.t	as occurs	Mates	H No. 7			✓ ✓
3	John Dawson —	2.d Lieut.t	Main Braces	M.	H — 3			✓
4	W.m Harrison —	3.d Lieut.t	Fore Braces	Capt.n	H — 6			✓.
5	Walter Gray —	Surgeon.	Cock Pit.	M.	—			✓
6	John Hall —	Master.	{Main T. Sail Braces & Helm}	Specks.r	H — 5			+ ✓.
7	James Mann —	Boatswain		Capt.n	—			+ ✓ ✓
8	John Dunbar —	Gunner.	Magazine —	Capt.	H — 1	Fore Top Capt.n	S.	✓ ✓
9	Richard Sleyton —	Carpenter	Main Brace —	Capt.n	C. — 6	Main Top —	S.	✓ ✓.
10	James Young —	Sailmaker	Capt. Gun 5	M. —	— 3	Main ~~Top~~ Yard —	S.	✓ ✓ + July 16 4 am
11	Richard Simpkin	Purser.	Magazine —	C. —	—	Main Yard —	S.	✓ ✓
12	William Smith —	Cook.	1	S. —	—	d.o —	L.	✓ ✓
13	Thomas Piercy —	Armourer.	Fore Braces	M.	—	Main Yard —	L.	✓
14	John Farfar —	Master of Arms	On the Forecastle	S. —	H — 2			✓
15	Geo. Bulmar —	Midshipman	Capt. Gun 2	S. —	B — 5	Main Top Capt.n	L.	✓ ✓
16	Rob.t Nicholson —	d.o	Capt.n Gun 7	C. —	B — 1	Main Top —	L.	✓ ✓
17	John Ward —	Gunner's Mate.	Magazine.	M.	— 4	Main Top	S.	✓
18	W.m Rippon —	Boats.n Mate.	Capt. Gun 8	C.	— 6	d.o — Capt.	S.	✓ ✓.
19	James C. Hedly	d.o —	Capt. Gun 1	S.	— 2	Fore Top —	S.	✓ + July 16
20	Isaac Wilson —	Master's Mate	Capt. Gun 6	M.	H — 4	Fore Top ~~Main Yard~~ Capt.n	L.	✓ ✓.
21	John Shepherd —	Carp.r Mate.	— 6	M. —	— 3	Fore Top —	S.	+ July 16
22	Anderton Graham —	Cook's Mate	— 8	Capt.	— 6	Main Yard —	S.	+
23	Richard Anderson.	Boatsw.n Yeoman	Fore Brace	M. —	— 7	Main Top —	L.	+
24	Thomas Welburn —	Seaman.	Capt. Gun 3	S. —	— 5	Fore Yard —	S.	✓ ✓
25	Andrew Sommerville		Capt. Gun 4	M. —	— 7	Fore Top —	L.	✓ ✓
26	Anthony Hall —		5	M. —	— 3	Main Yard —	S.	✓
27	Joseph Thompson —		1	M. —	— 7	Main Yard —	S. S.	+
28	George Cummins —		7	C. —	— 1	Fore Yard —	L.	+
29	Joseph Hobson —		8	C. —	— 6	Main Yard —	L.	+ +
30	Robert Beedle —		7/8	C. —	— 1	Fore Top —	L.	✓ +
31	Alex. Bogue —		8	C. —	— 6	Fore ~~Top~~ Yard	S.	+ +
32	John Richardson —		1	S. —	— 2	Main Yard —	I.	+
33	Tho.s Fairburn —		4	M. —	— 7	Main Yard —	S.	+ +
34	Moses Beedle —		5	S. —	— 5	Fore Top —	L.	+
35	Cha.s Kingborg —		3	S. —	— 2	Main Yard —	I.	+
36	~~[illegible]~~ —				— 4	Main Top —	S.	✓ +
37	Richard Tindale —		3	C. —	— 7	Fore Yard —	S.	✓.
38	John Webster —		Helm —	M. —	— 5	Fore Top —	S.	✓ +
39	Elijah Thompson —	Landman	— 2	S. —	2			+
40	Thomas Pilkney —	d.o —	1	S. —	2	Fore Yard —	S.	✓
41	W.m Beeforth —	d.o —	4	S. —	4	Fore Yard —	L.	✓
42	Geo. Wardale —	d.o —	2	S. —				
43	~~[illegible]~~ —					Fore Yard —	I.	✓.
44	John Cussul	d.o	3	C. —	1	Fore Yard —	S.	+
45	Robinson Hinds.	Seaman	4	M. —	3	Fore Yard —	L.	✓
46	W.m Welburn —	Apprentice	6	M. —	3	Fore Yard —	L.	✓
47	Thomas Gray —		5	C. —	6	Main Top —	L.	✓
48	George Welburn —		2	S. —	5	Main Yard —	L.	+
49	W.m Jackson —		Powder Carrier	M. —	7	Main Top —	L.	✓
50	James Gordon —		D.o —	C. —	1	Main Top —	S.	
51	William Cook —		Main T. S.l Brace	S.	5	Fore Yard —	L.	✓

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Date	Winds	Occurrences & Remarks. 1810.

March 1 The Ship's Crew was mustered by the Officers of the
Customs ~~House~~ agreeable to the Act; the Stores having previously been
got on board. The following day, advancing the Seamen ~~&c~~ one month's
pay, their handmoney, Harbour wages, entered into pay. ——

March 5 warped the Ship down the harbour to the Bridge where we moored her.
~~Tuesday~~ 6th The wind being favourable, passed through the bridge & set the
Sails with an intent of going to sea: but a brig when coming
into the harbour, striking on the bar & swinging athwart the
Channel, having narrowed the passage, & at the same time the
Sea being very high would have rendered it very unsafe attempting
to Sail; therefore warped the Ship back again through the bridge
& moored her as before. ——— . ——— . ——— .

Thursday 8th of march. The Sea being now more Calm, and the wind blowing mod-
erately from the SE ward, prepared for sailing. The pilot (Richd.
Theaker) having come on board, got through the bridge, set the Sails,
and about 5½ Pm. were safe out at Sea. about 6 the pilot left us.
Soon afterwards made Sail about NE, afterwards NEbN. & NNE at
the rate of 3 or 4 miles an hour in Company with two new Ships
from Whitby the Thetis & Neptune. At noon (by Log march 9) we were in
Latitude by account 55°.30' No. and Longitude 0°.35' W. ——

Saturday 10th Light, fresh, or strong breezes from the SE. S. SW. or Northward accom-
panied with Showers of Rain; Steering to the Northward. Several
Ships in Sight. Lat. Acct. 56.41 No. Long.

Sunday 11th March ~~1810~~ The fore and Latter parts Strong breezes & cloudy the middle part
Calm. Steering as much to the Northward as the wind at NE. NoW. or No
would admit. Several Sail in Sight. Lat. Obs 57°.14 No. Long Acct 0°.4'

Monday 12th march ~~1810~~ | No / NE – / East – | The fore and Latter parts moderate or fresh breezes, the middle part
light airs from the No; the weather remarkably fine Steering to NE
NoW. & North, by the wind. At noon Observed Lat. 57°.42' No. Long Acct 0°.47' W.

Thursday 15 march ~~1810~~ The fore part fresh, the Latter very strong breezes, accompanied with
Showers of Snow; Steering Starbord ~~and~~ Larbord tacked as

Dates	Winds	Occurrences & Remarks 1810.
Tuesday 13 march ~~1810~~	N.N.E. North	appeared most advantagous. At 3 A.m tacked being close in with the Land near Peterhead; at 9 tacked again to the W.N.W. or N.W.b.W. with an intention of going into Cromarty should the N wind continue. at noon Obs. Lat. 58..14 Long acct. 1..36 west.
Wednesday 14th of march ~~1810~~	N.N.E.	The fore part fresh gales, the latter gentle breezes with Snow Showers. Having sailed up the murray Firth within about 20 miles of Cromarty, Shortened sail & plyed about till morning, when we made Sail for the Harbour; but the wind being unfair obliged us to tack and ply for Cromarty at N.W. Dist. 4 miles.
Thursday 15th of march ~~1810~~	N.E.	Light or moderate the whole day from the N.E. or westward. About 3 p.m reached into the harbour of Cromarty & came to an Anchor in 5 or 6 fathom watter, the town at South. Immediately afterwards cleared the hold and ~~[illegible]~~ began to fill watter to trim the Ship. Cromarty in Lat. 57.44 ½. Lon. 3.53 w
Friday 16th of march ~~1810~~		moderate or fresh breezes, chiefly fine weather compleated the trim of the Ship, having filled a considerable quantity of watter.
Saturday 17. of march ~~1810~~		moderate or fresh breezes, often Cloudy: the fore part Showers of Snow: Still laid at anchor. Wind ~~[illegible]~~ N.erly & W.erly.
Sunday 18 of march ~~1810~~	N.W.	The fore part Strong Gales & squaly with some showers of snow; the latter part more moderate & cloudy weather. The wind ~~[illegible]~~ from the W.S.W. until the fall of Snow commenced, it then changed to N.W.b.N.: this change it may be remarked was ~~[illegible]~~ predicted by some fisherman of this port, who observed that should the weather become fresh (wet) ~~[illegible]~~ a change of wind might be expected from the N.W.
See Mem. # Monday 19th march	W.S.W.	moderate weather and Cloudy. In the morning the wind being fair weighed anchor about 7 am and proceeded out of the Harbour when for a while we lay too for the boat which had gone on shore for some Iron ~~[illegible]~~ for the use of the armourer; about 11 am having got the boat on board made sail first into an offing and then E.N.E. with a brisk Gale of wind from the W.ward

The Firth of Cromarty is a remarkably fine and commodious harbour capacious enough to contain in safety some 100 sail. the east side is said to afford good anchorage, while in the middle the water of a suden deepens to 20 or 30 fathoms or even 50. This harbour is also easy of access, the entrance being about a mile wise and containing no concealed rocks or shoals,

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Dates	Winds	Occurrences & Remarks 1810.
		~~At~~ at an app moderate distance from the Shore. At noon the town of Cromarty bore about WbS Distance 4 or 5 miles.
Tuesday 20th of March ~~1810~~	WbSW / NW / or North	Fresh Gales, light breezes, or inclinable to Calm; accompanied with Showers of Rain & very unsettled weather. Steering to the NEbE. when the wind would admit, sometimes NE. ~~At Noon ... bore West~~ about 11½ am discovered fair Isle bearing NbW Distance 4 or 5 Leagues.
Wednesday 21st of March 1810	NW. ESE & NNE to North	The fore and latter parts Strong breezes, the middle part Strong Gales. Frequent Showers of snow, hail, or sleet. Steering to the NW or NE, as the wind would admit. At 10 pm tacked close in with Sumburgh Head Zetland, & lay South. At 2 tacked again broke off to NW. at 9 pm again tacked & steered towards Sumburgh head, ~~bearing~~ being about 25 miles to the west of it. At noon it bore due North Distance about 1 mile. Observed Lat. by the Suns meridian altitude 59°..56'N gives 59°..57'N. for the Latitude of Sumburgh Head, the Southernmost point in Zetland. Passed two vessels in the night ~~wind~~
Thursday 22d of March	NNW or NbW to ENE	Strong Gales and very squally accompanied with showers of Snow or hail or Sleet. The whole day we were plying towards the North, but the wind was so strong & sea high that we made little or no progress. ~~when~~ At noon Brassa Isle bore NEbN Distant ~~about~~ 4 or 5 Leagues. The Land is as completely covered with Snow as ~~is~~ the Coast of Spitzbergen in the month of May.
Friday 23d of March ~~1810~~	NE	The fore and latter part fresh Gales and cloudy ~~with ...~~ the ~~middle part &~~ middle part light airs or Calm with continued Snow. Plying about towards Brassa Sound untill 8 pm when it fell Calm. At 2 am a very sudden ~~fresh~~ Gale sprung up from NE. Supposing ourselves at some Distance from the Land and not far from Brassa, hauled by the wind Starbord tacked & in ½ an hour ~~made~~ making the Land found ourselves in a fair way for the harbour; ~~tacked up close by the wind &~~ though the night was very dark by 6 am we ~~tacked ... at 6 am~~ had worked up to Brassa Sound where we brought up with the small bower anchor. We found it very ~~...~~ difficult distinguishing the Land in the thick it being so completely covered with Snow (an unusual circumstance) that its ~~...~~ common characters were quite concealed. Found several Ships in the Harbour

Dates	Wind	Occurrences & Remarks 1810
Saturday 24th march	N.W. to N.W.	Strong breezes or Fresh Gales & very Squally especially in the Showers of Snow which descended at intervals.
Sunday 25. of march ~~1810~~	South	Fore part inclinable to Calm. the middle moderate breezes the Latter fresh Gales & Clear the wind coming Southerly all the Whitby Ships sailed for Greenland
Monday 26 of march ~~1810~~	S.S.W.	Strong Gales and cloudy which towards noon much increased. Let go the best bower anchor, sent down the fore top Gallt Masts, hoisted the The top sail yards up & braced them fore and aft. 2 or 3 Ships came into the Sound from Hull, Lynn &c. It is rather remarkable that Last year the day preceding this (March 25) a very hard Gale was experienced in this part, ~~[illegible]~~ from about the same point of the point of the compass as it now blows in.
Tuesday ~~[illegible]~~ 27 of march	S.b.E.	Strong Gales and cloudy. Some Ships came into the Sound from London
Wednesday 28. march	S.b.E. &	The fore part Strong Gales and cloudy, the latter more moderate with rain. James Gordon an apprentice being sick, was left on shore here & in his place Robinson Hinds was mustered by his Majesty's officers of the custom house in the town of Lerwick together with the rest of the crew; ~~according~~ to Certificate of the transaction obtained ~~[illegible]~~ from the above officers, ~~of the customs~~ Francis Heddle being Comptroller ~~same~~ and George Ross, Esqr. ~~[illegible]~~ Collector. ~~of~~ The mustering was performed in the usual manner on board the Ship at 4 pm.
Thursday 29th of march ~~1810~~	S.b.E. to S.W.	Fresh Gales with Showers of rain. About 2 Pm. having weighed both anchors & got a pilot on board, proceeded to Sea by the North Entrance of Brassa Sound. at 4½ Pm. were in deep water; made Sail Steering by the wind (E.b.S. until in a fair offing, E.N.E. until Clear the Skerries, & then N.E. and afterwards N.N.E. under ~~[illegible]~~ easy Sail, the Sea ~~[illegible]~~ running very high. At 6 Pm. Hangcliff bore S.W.b.S. Distance about 7 miles. At noon observed Lat 61d 46 No. Long by acct. ~~[illegible]~~ 0° 23 E.
Friday 30th March, ~~1810~~	S.W. to S.S.W.	Light or moderate breezes & charming fine weather the whole of this Day. Unbent & hauled the Cables on deck together ~~[illegible]~~ with all the wet ~~[illegible]~~ water-ropes. In the morning called all hands to coil away the cables under the Seamen's cabins & the warps, ~~&~~ &c. in the Cable tier. Lashed up the Fishing Gun &c. At 11 am Spoke and overhauled a vessel from ~~Tavel~~ protected by a Papenburgh pass, in ballast, bound for Dront~~[illegible]~~heim to take in timber.

Dates	Wind	Occurrences & Remarks 1810.
		Has been at Sea since the 2th of March. To Day at noon (having been steering N N E. N b E since yesterday) found ourselves in Lat by Obs 63°. 6 m and Long by acct 0. 5 E.
Saturday 31th of March ~~1810~~	S S W	Moderate breezes still very fine weather steering N N E at the rate of about 5 knots an hour. Put 4 guns below &c. At 5 hour 26 minuets. 24 Sec. P.m being ~~Lat~~ in Lat 63°. 13 north Long 0 ~~formed~~ found the variation of the compass by the suns amplitude to be 27°.. 40 W or nearly 2½ points. At noon were in Lat by obs 65°.. 2 N and Long by acct 25 W.
Sunday 1 of April ~~1810~~	East S E	Light or moderate breezes & fine weather, sailing to the N N E at noon were in Lat by obs. 66°.. 14 N. Long by acct 0°.. 34 W.
Monday 2 of April	S S W East.	Moderate breezes cloudy, but fair, steering to the N N E or N E b N or N E & going at the rate of of 5 to 8 knots an hour. at noon were in Lat 68°.. 40 N. Long 0.. 5 W. by acct.
Tuesday 3 of April	S E S S E	Extraordinary fine mild moderate weather, somewhat cloudy. Running to the N E, at the rate of from 3 to 7 knots an hour. At noon obs in Lat. 70°.. 13 N. Long by acct 1.. 7° E.
Wednesday 4 of April 1810	S E	Light or moderate breezes and cloudy steering to the N E Ward. In the evening saw appearence of forming Ice; in the morning passed through some patches of ~~bay~~ bay Intermixed with pieces of heavy Ice. saw ~~but~~ two Seals. At noon were in Lat by acct 71°.. 29 N. Long 2°.. 39 East ~~[illegible]~~
Thursday 5 of April 1810	S E South	Moderate of fresh breezes and cloudy weather at 2 P.m being amongst loose bay & heavy Ice and seeing some Seals sent away three boats which took 22. Lay too in the night drifting about N E. In the morning made sail to the East by the wind, but falling in with Ice tacked; afterwards went in amongst it got a Seal ~~& returned~~ In the night for the first time ~~[illegible]~~ A. Burloy 401. ~~[illegible] saw the Aurora Borealis [illegible] of a time of [illegible] appearing first in the S W & [illegible] N E [illegible]~~ A strong Ice blink appears to the N N W. At noon Lat in 71°.. 48 N Longitude 3°.. 26 East
Friday 6 of April ~~1810~~	S S W N W	Strong gales, light, & afterwards strong breezes and hazy weather Clearing. A point of Ice ~~[illegible]~~ ran out to the Southward & Steered

Dates	Wind	Occurrences & Remarks 1816
Friday 6th		by the wind, Starbord tacked until midnight when we bore away ESE
of April ~~1816~~	W N W	& afterwards NE. Yesterday took prisoner an aerial visiter of the
		Falco Genious. the Falco nisus of Linn which alited in the riging
[See Log. No. 2		& was secured a live. At noon obs Lat 71°.. 58 N Long by acct 6°.. 4 East
Saturday	W N W	Strong or light breezes & cloudy: the fore part Steering to the NNE
7th of April	N N W	At the rate of 8 to 9 knotts per hour. At 8 Pm falling in with Ice
~~1816~~		tacked and turned to windward until day light, when we steered by the win
		to the NNE or NE amongst disseminated pieces of Ice, detatched
		Streams, & patches, in search of Seals of which animals we got three.
	~~N N W~~	The ~~latter~~ Ice here is ~~pretty~~ rather heavy; a strong blink appears to the
[See Log. No. 3		N N W. At noon by acct. were in Lat. 73°.. 31 N. & Long 7°.. 47 East
Sunday	N N W	Light or moderate breezes cloudy weather with fog or Snow Showers,
8th of April	W	~~and~~ Proceeded ~~ing~~ till 6 pm. to the NE amongst loose Ice & Seeing but a
~~1816~~	S N W	few Seals (got Six) lay too & allowed the Ship to drift to Sea about
		SE. In the morning made sail to the NE in open water.
[Log No. 4	North	At noon in Lat. 73°.. 47 N Long 9°.. 57 E no Ice to see. The cloudy &c. Log No. 4}
Monday	N	The fore part moderate breezes, the latter Strong Gales, Snow
9th of April	E N E	Showers ~~& frost rime~~. sailing by the wind, Larboard tacked,
~~1816~~		in open water; no Ice even ~~being~~ in Sight. At noon were in
	N E	Lat 74°.. 6 N and Long. 14°.. 37 E Temparature of the air 12° & of the water 35°.
		Log No. 5. this morning &c.
Tuesday	N E	The fore part Strong Gales, the Latter more moderate, but Squaly.
10th of April	N N E	~~cloudy~~ Showers of Snow & frost rime. ~~[illegible]~~ For some days
~~1816~~		past it has been so cloudy that the heavens were entirely obs
		cured ~~[illegible]~~, this night being clearer saw the moon. Intensely Cold. Thermometer
		At 10 on the Deck on account of smoke were obliged to extinguish
	~~N N E~~	the Cabin fire, when the Themometer fell to 18°. the cold was intollerable, took in Some of
		the Sails which caused an ~~eddy~~ eddy wind, swept the chimney and after
		wards had the Satisfaction of looking with impunity on a good fire. In my
		~~the mates~~ Cabin when ~~[illegible]~~ the Doctor & myself had lain 8 hours though
		a Small place sufficent only to contain two people, the Tempur
		ature was 22°. The Decks and rigging below ~~by the [illegible]~~ were coated
		nearly half a foot thick with the Congeled sea water. ~~[illegible] flied of the~~
	~~N N E~~	~~[illegible]~~ ~~[illegible]~~ Were sailing by the wind ~~[illegible]~~ [illegible]
		~~[illegible]~~ tacked until 4 pm afterwards tacked & stood to the N W. By acct. at noon
		were in Latitude 73°.. 41 N Long 16°.. 7 East

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Dates	Winds	Occurrences & Remarks 1810
Wednesday 11th of April ~~1810~~	NNE East ESE ~~ESE~~	Fresh breezes, light airs, or fresh Gales, with Snow Showers. Sailing ~~by the wind~~ to the N or ~~[illegible]~~ NE, the cold ~~[illegible]~~ some what meliorated. At 11 a.m., being near much loose Ice & Supposing ourselves too far to the Eastward for a passage to the Northern fishing station from the appearance of the Ice and abundance of birds, bore away to the westward. At noon by Acct. were in Lat 74°..16' and Long. 14°..47' East
Thursday 12th of April ~~1810~~ [Log. 6 Through for Ice]	SE ESE East	Strong Gales & Squally with Showers of Snow. Continued our course westward, until ~~disturbed~~ annoyed by the quantity of Ice we met, thick weather, & a Gale of wind. Hauled too larboard tacked, and steered out to sea. The rest of the day we continued plying off the edge of the Ice or rather to the Southward of it but being under little canvas fell ~~settled~~ to leeward. Obs Lat 73°..42' Long. 14° E
Friday 13th of April ~~1810~~ The temperature of the Sea, &c. Log No. 7	East ENE ~~[illegible]~~	Strong Gales & Squally; the fore part Showers of Snow the latter Frost rime. Plying to and fro to the Southward of the ~~[illegible]~~ Ice under easy Sail. In the morning stood in amongst Disseminated pieces & streams of ice ~~[illegible]~~ to the No. or NNW. Our conjectures respecting being near the Land now prove to have been well founded for at 5 pm we descried Cherry Island bearing ENE distance 12 or 15 Leas. From the corrected ~~[illegible]~~ Longitude of ~~[illegible]~~ Island by Sharp only I erred in my departure from Shetland, about 20 miles. This morning the Thermometer gradually fell to 7°, frost rime occurred so thick that the eye could penetrate but 50 or 60 yards (from the deck). The inconvenience of this thickness may be partly be remedied by ascending to the Crows Nest, where being elevated above the Smoke, you see it skimming along the surface of the water beneath you and may perceive Ice land or other objects at some miles distance. Lat by Acct. 73°..54' & Long 16° E.
Saturday 14th of April 1810	NE NE	The fore part strong Gales the middle light breezes and the latter part fresh Gales & squally with frost rime or Showers of Snow. Continued our course to the N or NW amongst loose Ice at first, & afterwards heavy streams. At 8 pm were in pretty open water & at midnight not a piece of Ice to be seen. The rest of the day steered by the wind to the NW at 10 am called all hands

Dates	Winds	Occurrences & Remarks 1810
	Ne to E	to coyl the whale lines. At noon were in lat. 74°.54' N Long 11°.30 E
Sunday 15th of April	N E b E N N E East	Fresh Gales with heavy squalls & Snow Showers. Steering by the wind all day. At midnt tacked to the East being amongst newly formed Ice ~~pancakes~~ vulgarly called ~~[illegible]~~ pancakes with some heavy pieces. At 8 am tacked again in open water. ~~then the Ship lay Nothern~~ At noon Lat in 75°. 4' N Long 9°.. 38' E.
Monday 16th of April 1810	E S E Calm	Fresh breezes light airs & very var. or Calm ~~[illegible]~~ within an hour the wind blew from every quarter. Continued our course northward in open water until noon when we came in amongst disseminated heavy Ice with newly formed bay Ice Lat in 75°.46 N Long 9°.14 East
Tuesday 17th of April 1810	from every quarter	Moderate breezes or Fresh Gales & squally with Showers of Snow Steered a little to the Ed until having cleared some heavy Ice, then hauled up ~~to the~~ N E or N N E, though often obliged to bear more away on account of heavy Ice which seemed to thicken as we proceeded. ~~in~~ In the Evening plyed up an opening to the N N E & then to the N W having close streames of heavy Ice on both sides of us especially to the Eastward ~~of us~~ At one am lay too the Ice being cross & not very open. Came within sight of four Ships which we soon found to be part of the Whitby fleet. At 10 am made sail to the westward seeing a considerable quantity of open water. Lat by ~~[illegible]~~ different observation 76°.. 6' N Long by Acct 9°.. 36' East.
Wednesday 18th of April 1810	S N W	Fresh Gales very variable and squally with Showers of Snow. Plying to the N W or N amongst open Ice streams & patches of heavy & bay Ice. At 9 Pm lay too at the top of a large opening. ~~Kept plying to breast near the same place~~ In the morning made sail & turned to the N W. Got two Seals. To day the cold was more ~~intense~~ intense than ~~we~~ I have observed it this 6 or 7 years past. At noon the Thermometer on deck fell to 3° and at the masthead was within a ¼ of a degree ~~[illegible]~~ of Zero. The pliancy of the human frame is surprising ~~with what ease~~ by gentle gradations it may be made to resist the greatest colds the effects of this gelid atmosphere though the ocean is congealed into enormous solid masses hard enough to cut like a flint though metals on being brought into contact with the tongue cannot be separated without retaining a portion of the skin though the compass needle refused to perform its force course to traverse no longer by the magnetic impulse yet the body of man remains little altered at a time the nerves are contracted the mouth
Log No. 8, "It is remarkable &c."		

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Dates	Winds	Occurrences & Remarks 1810
Wednesday 18th of April 1810	NNW	reduced to all its dimensions & the lips drawn up as if by the Sphincter & words are with difficulty plainly articulated but there effects are scarcely proportional to the cause nature seperates for its support the pulse quickens & the body rather increases in heat. 4 Whitby Ship near us Lat Supp: 76°.. 18' Long 8°.. 50'
Thursday 19th of April	W.erly ~~W.erly~~ & Calm	The fore part fresh breezes; the latter light airs inclinable to Calm. Having worked up to floe formed of an aggregation of moderately heavy pieces, connected by Bay Ice moored the Ship to it. Some time afterwards the rest of the Ships came up & also made fast to it. In the morning we found ourselves ~~inclosed in solid Ice & frozen up with~~ nearly ~~formed Ice at noon~~ #
In the morning etc. X 9th	Lat. 9 9 }	#Obs in Lat. 76°.. 16 N. long by Acct. 9°. East.
Friday 20th of April 1810	S.erly SE S	The fore part light airs inclinable to Calm, the latter fresh Gales & Clear. The Ice appeared to open to the E eastward of us, but the water continued inaccessible. Point Look in sight at East ~~Southland to the E~~ distant about 20 leagues. Two strange Ships also to the Southward of us: Weather milder. Lat at Noon 76°.. 22 N. Long 9 E
Saturday 21st of April	SSE E N&E	Very brisk gales, with almost constant Snow. A strong S.erly swell coming in to us, broke up the floe that we were moored to and obliged us to cast "off" to keep in safety: Set a small sail & began to bore and warp to N. At 7 Pm. got into an opening, along which we sailed to the NE or E, sometimes tacking. At mid-night were ~~found ourselves~~ stopped by a barrier of Ice, preventing us from proceeding any farther to the N or NE: therefore lay too, under the lee of a floe. The Volunteer, Wm & Ann, and Experiment, near us. The Kimwell parted Company. In the morning again tried to get to the N & NE but Still found the Ice firmly cemented, by bay Ice, on which the Swell had but little effect. Lat. Supp. 76°.. 37' N Long 11° E
Sunday 22nd of April 1810	NE NNE ~~N~~ WNW ~~N NE~~	The fore part ~~middle part~~ strong Gales, the latter more moderate, with frost rime: Continued all the day plying about near the same Spot, having close Ice to the N of us & streams patches & dissemin-ated pieces to the S. Saw several ~~cetaceous animals of the narwhal~~ whales Narwals. ~~[illegible]~~ Had boats away in pursuit of them but did not succeed. The William & Ann got a whale. Two Ships came up to us, the
Lat 76.7 [illegible]	N.E	Kimwell & James of Liverpool ~~Lat supposed 76.7 N Long 11E~~
~~[illegible]~~	~~[illegible]~~	Frost rime observable; cold intense. Thermometer 5°
		As seen from 90 feet elevation, the Sun just scraped the horizon with its Center at mid-night. Caught several fulmars with hook & line.

Dates	Winds	Occurrences & Remarks 1810
Monday 23rd of April 1810	NW	Moderate breezes ~~and the fore part~~ with frost rime & very cold. Ran a little to the Ed in search of whales but finding none worked back again & lay too. During the night Bay Ice formed so thick that the ship stuck fast in it in the morning. ~~[Lat supposed 76°.36 N Long 10.50 E]~~ Saw several whales during the day; but the bay ice prevented our getting near them
Lat 76.36 Lon. 10.50 E	N.erly	
Tuesday 24th of April 1810	Calm	Moderate breezes or inclinable to Calm. Firmly frozen up in Bay Ice. In the morning lanes of water appeared in several directions. Let down a line ~~200~~ 123 fathoms, & found no bottom; but observed the water at that depth ~~to be~~ was, as before, considerably warmer than at the Surface. The pressure of the sea having greatly rent the cask, rendered the ~~experiment~~ exact temperature somewhat uncertain. Lat supposed 76..20 N. Longitude 11..30 East
	Slo. erly	
Wednesday 25th of April 1810	S.erly	The fore part fresh or strong Gales (previously predicted by the fall of the Barometer & appearance of the Cirri-stratus ~~stratus~~ modification ~~clouds~~ of the clouds); the latter part light breezes inclinable to Calm with almost continued Snow of the soft prismatical description. About 3 Pm seeing several lanes of water to the SEd & Ed, made sail, having first suspended a boat under the jib-boom to break the Bay Ice, and after 6 hours warping, boring, & the sallying, ~~at certain time boring warping &c according as the Ice was close or heavy~~ at 9 Pm obtained an opening of water, in which we worked to windward & to the Ed along the different lanes, & at 2 Am stuck the Ship into a Bay ~~floe~~; moored her & furled the sails. Saw several whales one of which we struck; the harpoon drew, in consequence of one of the withies or warps upsetting. Lat supposed 76..20 N Long 11..10 East.
	SEbS	
~~Lat~~ 10.		
Thursday 26th of April 1810	SW	This day as soon as the wind changed, it increased in strength from a light breeze to a pretty strong Gale & afterwards fell to a moderate breeze. Showers of Snow occurred during the fore part. Seeing water to the SEd, sailed through some intervening Bay Ice with considerable difficulty into it & at 1 Am lay too. In the morning were plying about in open water under easy sail. Towards noon steered ~~away~~ to the Ed or NE amongst loose heavy Ice; saw several fish. Several sail in sight Lat sup. 76°..25 N Long 11°..10 East
	to	
	WN to	
Friday 27th of April 1810	WNW	Fresh or light breezes with light snow Showers. Having worked to windward of a point of moderately heavy Ice ~~[illegible]~~ to the NNE, reached an extensive sea of open water in which for some hours we ran; ~~in open water~~ at 9 Pm falling in with Bay Ice hauled by the wind; afterwards tacked occasionally. At noon were again in open water. The land in sight bearing from NEbN ~~[illegible]~~ to SE, the nearest distance about 14 Leagues. Several sail in sight. ~~Lat 77°..10 Long 11 East~~ A number of fulmars having been caught, the seamen employed them in lieu of beef in the manufacture of lobscouse, which proved no bad mess.
Lat. 77.10 Lon 10 E		

Dates	Winds	Occurrences & Remarks 1810
Saturday 28th of April 1810	N.erly W.erly S.W.	Light breezes & cloudy with frequent showers of snow. Plying about amongst streams & patches of light Ice, together with dessemenated pieces, in search of Whales. Saw some few but got none. Sailed about ~~for~~ 10 miles to the Southward after midnight then lay too. Many Ships ~~& Ice~~ in sight. Lat sup 77d..40 N long. 10d E.
Sunday 29th of April.	N.N.W. North	Moderate breezes & cloudy with light ~~[illegible]~~ snow showers Plying to windward laying too &c Having sailed for some considerable distance to the ~~[illegible]~~ Westward saw several Whales; sent one or two boats down but could not come near them. 13 sail in sight. At noon were ~~in~~ amongst streams & patches of light Ice. Lat 77d..00 N. long 9d..40 East
Monday 30th of April 1810	from all points of Comp	Light airs calm or fresh breezes with almost constant snow. Sailing too & fro not far from the same place amongst Ice same as yesterday. Saw some few whales. Several Ships in sight. Lat 76d..41 N. long supposed 10 East
Tuesday 1st of May 1810 X Lat by Nº 10 "on one side"	S.E.erly N.W. E.S.E. or E. }	Light breezes fresh gales or inclinable to calm. with showers of snow. Working to wind.d or laying too amongst loose heavy Ice streams &c near the edge of a pack. Saw several fish; throughout the day had 1 or 2 boats away in pursuit ~~[illegible]~~ The variable wind that occurred this day were astonishing. "On one side" X 14 sail in sight Lat sup 76..58 N. long 10..40 East (at this place leave three lines blank)
Wednesday 2d of May 1810 See Log 2d May & continue it. Ships in sight ~~at East~~	E.erly S.S.E. E.N.E. }	Fresh breezes or strong gales and squally with showers of snow During the fore & middle part, saw ~~[illegible]~~ several Whales. At 2 P.M. sent 5 boats away they returned with nothing; at 10 P.M. the wind veered from E to S.S.E & increased to a strong gale. Made sail & worked to wind.d; amongst loose Ice, streams &c at 4½ A.M. took in all sails but the top sails & F. T. stay sail. 14 The Land in sight at E.N.E. 15 Lea: Dist Lat 77d..16 N long 10 E.
Thursday 3d of May 1810	E.N.E. East N.N.E. North	Fresh or light breezes clear with sharp frosts having steered about 20 miles to the N.E.d; lay too in an opening of water near bay floes streams &c where occasionally we saw whales. Observed Lat by the mid.nt alt of the sun 77d..39 N long supposed 10d..10 E. The Southern of Charles Island bearing by Compass N.E. 25 sail in sight
Friday 4th of May 1810	N.erly E.N.E.	The fore & latter part fresh or mod. breezes the middle part very brisk gales at 6 P.M. a fish was struck close by the edge of the S.W. pack and ~~[illegible]~~ took into it the boats could not follow it apparently however succeeded in traveling over the Ice

Date	Wind	Occurrences & Remarks 1818
Friday 4th	whenever	And killing it with the lance we put the Ship some distance [illegible]
of May		the pack but finding it much connected with bay Ice hauled [illegible]
1818		to the S.E. the whale when sunk to the bottom therefore tak[illegible]
	N.E	the lines on board of the Ship hove them in with the [illegible]
		furling the Sails & allowing the Ship to drive into the [illegible]
		got the whale up flinched it & then bore out of the Ice to the
		Lat 77°.. 30' N. Long 9°.. 50' East
		Light airs or brisk Gales with Snow Showers plying to win[illegible]
Saturday	~~[illegible]~~	or laying too near the same spot several Ships in Sight
5th of May	N.E	Lat by obs at mid nt 77°.14 N. Long 10 E Saw several mystecetti
1818	N.erly	Fresh or pretty Strong Gales with some Showers of Snow during the
Sunday		fore part plying to wind^d amongst ~~the streams~~ streams & patches [illegible]
6th of May	E.N.E	bay or bight Ice finding much water - however at 10 Am having [illegible]
1818		up to close floes & patched Ice lay too many Ships in Compan[illegible]
	N.N.E	Obs Lat by Suns mid alt 77°.. 26' N Long Sup^d 9°.. 40' E some Whales
Monday	N b E	Strong or hard Gales & squally water breaking out to the N^d a[illegible]
7th of May		1½ Pm made sail to ply to windward passing through bay [illegible]
1818		brash Streams Occasionally At 6 Pm we perceived a north Swell [illegible]
		bay Ice began Imediately rapidly to decay that in 4 hours [illegible]
	N.E b N	Scarcely a piece larger than a boat or a table was to be seen In the
		morning the wind and Sea increasing took in the fore sail & [illegible]
		All the Ships in sight to Leeward at mid nt Lat Obs 77°.. 22 N
		Lat noon 77°.. 29 N Long by Acc 10° East
Tuesday	N b E	The fore part strong Gales the latter more moderate with showers
8th of May		of Snow working to wind^d amongst loose Ice & Streams until 10 pm
1818		when we lay too In the morning again made sail to windward a
		very high Sea Several Ships in company Lat 77°.. 1 N Long 10 East
Wednesday	N.erly	Fresh Gales and Squally & variable weather cloudy snow showers [illegible]
9th of May		3 Pm saw clear water to wind^d And at 4 got through to the [illegible]
		all hands working the Ship out of a bight or bay of the Ice a critical
		navigation being crowded with heavy knotty pieces At 5 got clear [illegible]
		worked to wind^d till 8 the stood to the E At 2 Am tacked by some
		brash streams of Ice Lat Sup 77°.. 20' N Long 9°.. 10' East
Thursday	N.N.E	Fresh or moderate breezes with Showers of Snow plying to the
10th of May		northward amongst a few scattered pieces of Ice & bay Stream[illegible]
1818	N.N.W	2 Ships in Sight Lat Supposed 77°.. 25 N Long 8°.. 50 [illegible]

Days	Winds	Occurrences & Remarks 1816
…day …th of May 1816 …	north	Light or moderate breezes & clear Reaching into the w at 3 am fell in with whales made a loose fall & got one whilst flinching it in hold whale came up very near the Ship & was struck out of the Malleymock boat she run much to wind.d but at length stoped & was soon killed Clued up the top Sail when done flinching set them again several ships in Sight. Lat 78°..12' N. Long 8°..40 East
…urday …may 1816	Calm	Light airs mostly Calm sometimes Clear at others cloudy Saw a great number of Whales had 2 or 3 boats away but on account of the great stillness of the weather could not get near them Several ships in Sight Lat 78°..11' N Long 8°..40' East
Sunday 13th of May 1816	N.E	The fore part calm the middle & latter part fresh or brisk gales with Snow Showers In the Calm saw a great number of whales but could not come at them any but a Sucker one which the Capt.n let loose to pursue an old one after the breeze commenced we began to ply to wind.d amongst loose Ice and streams Several Ships in Sight at 11 am Lay too Lat 78°.. 25' N Long. 8°.. 50' East
Monday 14th of May 1816	N E to n n w	Brisk & Strong Gales with Showers of Snow In the after noon made Sail to ply to wind.d amongst loose heavy Ice & Streams Saw several mysticet. 20 Sails in Sight Lat obs 78°.. 48' N Long sup 8½° E
Tuesday 15th of May 1816	N N b W	Brisk or Strong Gales with Showers of Snow plying to wind.d amongst dissiminated pieces of Ice patches and Streams the latter part of the edge of a close raged pack Towards noon fell in with several little Whales two boats in pursuit. Several Sail in Sight Lat 79° N. Long 7°..50 E
Wednesday 16th of May 1816	N b W to n n E	Brisk or Strong Gales squally with snow Showers Got one of the small Whales Lay too most of the night In the morn.g made sail to wind.d at 10 am got up to a floe & Searched about it for whales found none Lat 78°..50' Long 5°. East
Thursday 17th of May 1816	n n E to N E E N E	Fresh or Strong Gales & Squally with Snow Showers plying to wind.d or laying too off the edge of the W pack & by the Close Ice to the Northward saw but very whales 14 sail in sight Lat 78°.. 30' Long 4° E
Friday 18th of May 1816	E N E to N E b N …	Brisk Gales & Squally with Showers of Crystallized snow plying about the whole day near the same place amongst loose Ice & Streams Several fish seen & Several killed by different ships but we could not get at any Lat 78°..20' N Long 4½ E

List of the Greenland & Davis Streights fishing Ships.

Ship	Master	Fish	Tons	Date	Remarks
Aberdeen.					
Hercules					
Jane	Jamison	10		June 22	
Latona	Harrison	7		June 21	
Neptune	Jamson	5			
Berwick					
Lively		1			
Norfolk					
Dundee.					
~~[illegible]~~					
~~[illegible]~~					
Advice					
Calypso					
Ethridge					
Friendship		6	60	June 22	
Horn					
Mary Anne	Dukers.	12	120	June 22	
Rodney		5			
Grimsby					
Bernice					
Carl Falconberg					
Hull.					
Alfred		5			
Aurora	Sadler	10 or 10		June 22	120 Tons.
Cato					
Duncombe					
Ellison		7	60		
Egginton		9			
Fountains					
Gawthorpe					
Harmony		9			
Imperial					
John					
Konisberg					
Leviathan					
Lynx					
Laurel		4			
New Manchester	Hensler	7	40	June 26	
Old Manchester		9	70	June 21	
Mary & Eliz.					
North Britain					
Prescott					
Perseverance		6	60		
Prince of Brazil		7		June 21	
Royal George					
Richard		10			
Symmetry					
Sarah & Elizth.		4		June 22	
Samuels					
Trafalgar					
Thornton					
Thomas		7	70		
Valentine	Ross	[illegible]		June 22	
Venerable					
Walker	Sadler	14		June 22	
Zephyr		12		June 22	

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Ship	Master	Fish	Tons	Date	Remarks
Leith.					
Neith		12			
Royal Bounty		13			
Rattler		13			
Success		12			
Thomas & Ann		15			
[illegible] & Ann.		11			
London.					
Aurora					
Britannia	Bateman	15	140		
Dundee		12		June 22	
Effort		9			
Experiment		8			
Hope					
Ipswich		13			
Industry		5			
Inverness		2			Early, well fished late
Margaret		10			
Neptune		14		June 22	
Ocean		full			
Progress					
Vigilant		10 or 11	90	June 22	
Lynn.					
Experiment		2		June 22	
Fountain.		9	80		
Liverpool					
James		6	50	June 23	
Lyon		8	100	June 25	
~~Eliza Swan~~					
of Montrose.					
Eliza Swan	Young	10	150	June 25	
Peterhead.					
Active		10	60	June 11	
Enterprize		13	100	June 9	
Hope		17	120	June	
Shields.					
Everetta		9–11		June 22	
Isabella		17		June 22	
Lady Jane					
Middleton					
Whitby					
Aimwell		13			nearly full
Experiment		18	70	June 21	
Henrietta		13			
Lively		8	2000 Seals	June 22	80 Tons
Resolution					
Volunteer		11			
[illegible] & Ann		9	120		

[illegible]st of the Hull Fishing Ships 1810.

Leviathan	Father	D.	
Cowthorpe	Trueman	D.	
Eggington	Pinkney	G.	
Allison	Hawkins	G.	6 – 150 Butts June 24
Konigsberg	Drevir	D.	
New Manchester	Hunter	G.	Stove 6 – June 20
Samuels	Briggs	D.	
New John	J. Marshal	D.	
New Thomas	Taylor		
Egremont	Webster		
N. Briton	Huxton		
Duncomb	Atkins		
Symmetry	Clark		
Trafalgar	Rose	D.	
Mary & Eliz.	Drake	D.	
Richard	Irvine	G.	8 Early in the Season
Aurora	Sadlair	G.	June 15 – 9 = 80T.
Walker	Sadler Jun.r	G.	
Zephyr	Bell	G.	well fished
Alto	Walden	D.	
Lynx	Weldon	D.	
Valentine	Rose	G.	June 14 – 4 = 25T.
Thornton	Crumpton	D.	
Cricket	Mitchinson	G.	
Royal George	Forster	D.	
Prince Brazil	Miller	G.	
Sarah & Eliz.	Kearley	G.	6 (Stove) June 20
Preston	Young	D.	
Alfred	Dick		
Harmony	M.c Bride	D.	
Old Manchester	Allen	G.	8 – 18 June.
Venerable	Kylah		
Laurel	Blenkinsop		
Perseverance	Hunter		

Liverpool

		Tons
Lyon	8 =	100 June 24
James	6 =	50
Euretta Shields		2 June 20
Friendship Dundee		11 June – 20
Hope London		4 June. 20 sizeable.

List of the London Fishing Ships 1810

Dundee		
Vigilant	Cooper	
Neptune	Hay	
Margaret	Robinson	
[illegible]	Geo. Hay	
Brittany	Pattinson	9
Ocean		11 June 20
Inverness	Sweetwater	
Experiment		
Sprittle		
Aurora	Trotter	
Progress	Gordon	
[illegible] Experiment	Buxton	June 14 – 27 – 70T.
[illegible]		
[illegible]		9 – 20 June
[illegible]		9 – 20
[illegible]		4 – 20 – 70 Tons
[illegible]		12 – 20

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